

anchorage room, with the Master on the bridge and Chief Officer on forecastle head, nothing was noticed indicating that a wreck was submerged. The two salvage junks may have had a red flag up, but in the calm prevailing this was not noticeable. Moreover, the two buoys were coloured a rusty red and were indistinguishable from the ordinary fairway buoy. It may here be remarked that the following day steps were taken to paint the wrecking buoys green, with 'Wreck' in unmistakable white letters.

Further, on account of the slack state of the tide, steamers were lying at their buoys in all directions, it was undoubtedly difficult to define the fairways or to find a suitable place to anchor. The Pilot eventually fixed on a spot, but his knowledge afterwards proved to be at fault, as the steamer had eventually to move her ground to prevent fouling neighbouring vessels. On the 28th ultimo, before the Harbour Master, the Captain was fined \$50—for negligent navigation in the harbour, and ordered to make good any damage done by his vessel fouling the wreck buoy over the remains of the 'Pakshan.' Had the buoy been properly marked the Captain and Chief Officer would undoubtedly have kept clear of the wreck and taken the ship out of the pilot's hands in time to prevent the mishap, but the pilot directed the ship between the buoys, thus proving by his want of local knowledge that he was incapable of acting as such and, in addition, as shown above, he was unable to find a suitable anchorage.

It will be apparent to His Excellency that Masters of Steamers coming into this increasingly crowded Harbour must rely to a great extent on the advice of a local pilot, otherwise they would not employ these men. It is therefore very hard on the masters not to be allowed to bring the pilot up before the Harbour Master for punishment, or at any rate to give evidence as to the facts in the case of an accident, and it does not alter the fact that here in Hongkong, with an amount of shipping exceeded by only two ports in the world, we have unqualified pilots placed in charge of shipping.

The Chamber hopes that His Excellency the Officer Administering the Government may see his way to consent to the licensing of all pilots plying for hire within the limits of the port, and thus rid it of a danger which menaces its shipping.

As has been pointed out in the past, many Commanders are obliged, on arrival at the entrance of the harbour, to take the first man as pilot who boards his ship, without having any means of knowing whether he is capable of handling the vessel properly or not. Certain Commanders, as the Commander of the "Tjipanah," learn too late of the utter incompetence of the men they have employed. This is not possible at Penang or Singapore; why then at Hongkong? Hongkong has an enviable record as the only British Port either at Home or in the Colonies where unlicensed pilots are allowed to ply for hire.

The Acting Colonial Secretary replied on the 19th of December 1903 as follows:—

"I am directed to acknowledge receipt of your letter of the 14th instant regarding the question of the licensing of pilots, and to inform you that: the matter is now receiving the attention of the Government."

A careless gossip: Miss Kidder—They've only been married six months, but whenever her husband goes away on a business trip she's delighted and prepares to have a good time." Miss Meadley—"Ah! Do you know I suspected something like that, I always said—Miss Kidder—Yes, you see, he takes her with him."

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Auction.

2.30 p.m. - Auction of a Quantity of Valuable Household Furniture, at No. 14, Queen's Road Central.

Miscellaneous.

Goods per *Gera* undelivered after this date subject to rent.

General Memoranda.

SATURDAY, January 30: - 9 p.m. - Performance at City Hall.

Noon - Meeting of The National Bank of China Ltd., at the Bank.

2.30 p.m. - Auction of an Assortment of Japanese Curios, &c., at Mr V. L. Remedios' Sales Room.

Goods per *Gera* undelivered after this date subject to rent.

MONDAY, February 1: - 9 p.m. - Meeting of Zetland Lodge.

Goods per *Gera* undelivered after this date subject to rent.TUESDAY, February 2: - 9 p.m. - Goods per *Socota* not cleared at 4 p.m. on this date subject to rent.

WEDNESDAY, February 3: - Transfer Books of The Hongkong Rope Manufacturing Co., Ltd., closed from this date to the 6th February inclusive.

Transfer Books of Humphreys Estate & Finance Co., Ltd., closed from this date to the 13th February, inclusive.

Goods per *Gera* undelivered after this date at Noon will be subject to rent and landing charges.

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suited for Invalids and general
use, and are too well known to
need further comment.

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January 23, 1904.

BIRTH.
On the 22nd January, at 6, East Avenue, Kowloon, the wife of Capt. M. COURSEY, of a Daughter.

MARRIAGE.
On Thursday, the 17th Dec., at Christ Church, Mexico City, Mexico, by the Rev. Canon W. Jones Bateman, SYDNEY WILLIAMS, youngest son of Henry Ough, Stratford-upon-Avon, S.W., to FLORENCE, only daughter of the late William Granville, of Kensington, W.

The publication of this issue commenced at 5.15 p.m.

The China Mail.

HONGKONG, WEDNESDAY, JANUARY 27, 1904.

The letter from our correspondent 'D.' calling attention to the lack of reliable commercial statistics in the third port of the Empire, gives us an opportunity of referring to the subject.

Owing to the constant change in the commercial community, it is not generally known that the Imperial authorities, moved by a Departmental Committee, which took far-sighted

view of the future of British trade, proposed that there should be a proper system of collecting trade statistics in the Colonies. During Sir William Des Voeux's administration, an Imports and Exports Bill was drafted, and submitted for public discussion.

A strong petition was lodged against it by the principal Chinese merchants, and a public meeting summoned by the Hongkong General Chamber of Commerce condemned the bill by a large majority.

In view of this decision of the commercial community and withdrawing

the bill, Sir William Des Voeux de-
plored the result of the meeting, holding

that there would be a great deal of good from it (the measure) in many

indefinite small ways that are unimpor-
tantly but in the aggregate are of

very appreciable importance. These re-
marks were made in 1888, and since

then anyone who has thought out the

matter will agree that there have been

times when the collection of trade statis-
tics would have been of great Imperial

and Colonial value. We are indebted

to Mr A. R. Lowe, the courteous Secre-
tary of the Chamber of Commerce, for a

perusal of the annual reports of the

Chamber, and from the report for 1893

we learn that in February of that year

another attempt was made to obtain

authoritative statistics. The Colonial

Secretary, on behalf of the Government,

wrote to the Chamber asking for an ex-
pression of opinion as to the advisability

of introducing an Ordinance to regulate

the collection of Statistics of Trade of

the Colony. The Committee of the Chamber record-
ed: 'The value of reliable statistics is

not questioned, but the Chamber does

not consider that the suggested mode of

procuring such figures could be

carried out without very materially

interfering with the freedom of the

port, which is one of the chief factors

in fostering the trade of the Colony.'

The Government, however, did not

abandon its attempt to get reliable

trade statistics, and in 1894 we find

the Acting Colonial Secretary (Mr W. Meigh Goodman) writing to the

Chamber as follows: - 'There is no

intention of interfering with the

freedom of the port, the only idea

being to obtain a correct return of the

actual trade of the British possessions.'

The Chamber, again considered the

proposal, and again decided against it.

Among the reasons urged against it

were the following: - The collection of

statistics might lead to the collection of

revenue; it would create troublesome

restrictions; the collection of statistics

would involve the Colony in additional

expenditure little short of the cost of

running a proper Customs House; it

would lead to inevitable delays and

increase the labour and expenses of

traders, while the returns would present

a fallacious idea of the trade of the

port. Mr Adam Lind, then Acting

Secretary of the Chamber, wrote: -

The bulk of the business carried on here

includes something different from mere

buying and selling; it has been created by

and is dependent for its existence on the

exceptional facilities afforded for the

free and unimpeded handling and movement of

goods: therefore regulations which will

hamper or in any way render this more

troublesome and tedious are absurd; pre-
judicial to the main interests of the Colony.'

The proposed measure is of a kind very

distasteful not only to the European but
also to the Chinese merchants, who expect
to carry on their business with the same
freedom which they have hitherto enjoyed.
It would be superfluous to enlarge on the im-
portance of the native traffic, especially that
represented by the junk trade, but the fact
of its being so valuable to the Colony makes
it specially desirable that great care should
be taken to avoid passing enactments or es-
tablishing rules which would tend to divert it
elsewhere. An Ordinance such as that
under remark, which may involve the right
of search and the infliction of penalties for
non-compliance with its provisions, must
necessarily be more or less inquisitorial,
however carefully it may be worked, and
it would, in the opinion of my Committee,
certainly prove very harassing and possibly
lead to some of the trade going elsewhere.

The Secretary of State for the Colonies (Lord Ripon), in acknowledging
the decision of the Chamber, wrote: -
'I concur in the view that it would not
be practicable to adopt in Hongkong
the recommendation of the Departmental
Committee for the obtaining of proper
returns from so important a trade contra-
to Hongkong.'

Although the Government's attempts to
systematise the collection of these
statistics have come to naught, the
Harbour-master's Department has tried to
overcome the compilation, with it is
feared, unsatisfactory results. In a recent
report, the Harbour Master (Captain R. Murray Rumsey) wrote: -

'The information under this heading is
still less accurate than it might be if
greater assistance was given by those
from whom the particulars are obtained
and who alone are in a position to afford
it; and in a previous report the same
official wrote: - "It seems hardly neces-
sary to again refer to the fact that the
returns under this heading depend for
accuracy on the information voluntarily
afforded to this Department by the
masters, and, in some cases, by the
agents concerned. While thanking
these for their assistance in the matter,
I would ask to be allowed to impress
upon them how desirable it is that such
information should be as reliable as they
can make it." The whole situation,
therefore, is a highly interesting one.
On the one hand, we have an expressed
desire by commercial men for reliable
statistics, a Government anxious to col-
lect the statistics, and officials struggling
with imperfect assistance from the parties
concerned, to compile the trade statistics
of the port; and on the other hand,
the organised opposition of the leading
Chinese and the European commercial
community to the collection of such
statistics, while admitting their use-
fulness. Some years ago, while Acting
Harbour Master, the late Captain Hastings
attempted to extend the scope of the
Harbour Department's trade statistics,
and sustained a sharp rebuke from the
Chamber for doing so. We have been unable to
obtain a copy of the Chamber's protest to the Government, and write
to the Magistracy to-day, before Mr T. Sercombe Smith at the Magistracy to-
day leaving his employ without giving
notice. The man claimed that he had
given notice, but Captain Brown's evidence
disproved the statement. The man was
fined \$50 or one month's imprisonment.

Major Ross Koppel's Mission.
Major Ross Koppel crosses the frontier
at Landi Khan at the end of the current
month, with a small escort, to delimit that
portion of the Indo-Afghan border which
includes the Mohmand country. The Governor
of Jellalabad has received orders
from the Amir to receive him, and a tribal
escort of about 1,000 men will be provided.

A Watchman in Trouble.

A Sikh watchman in the employ of the Hongkong and Kowloon Wharf and
Godown Company was charged before Mr T. Sercombe Smith at the Magistracy to-
day with leaving his employ without giving
notice. The man claimed that he had
given notice, but Captain Brown's evidence
disproved the statement. The man was
fined \$50 or one month's imprisonment.

Kidnappers Sentenced.

Inspector McNab prosecuted So Lam
and four other Chinese on a charge of de-
caying and enticing two boys, aged 12 and
13 respectively, from their guardian, with
intent to deprive him of their possession.

The case was heard at the Magistracy to-
day, before Mr Gompertz, and Mr Looker
(of Messrs Deacon, Looker and Denon) appeared on behalf of So Lam. After
evidence was discharged, while a third received six
months' imprisonment with six hours' work,
and the other two were sentenced to
three months' gaol with six hours' work
each.

THE CHINA MAIL.

REPORTED LOSS OF THE OLD 'ZAFIRO.'

Alleged Collision.

Rumours were current to-day that the *Zafiro*, belonging to the United States Navy, had been run down and sunk. The collision is said to have taken place about 90 miles north of the Philippines. The *Zafiro* was going to Manila from Corea, when a French steamer is stated to have collided with her, inflicting such damage as to sink her almost immediately. The report says that all hands on board were drowned.

As far as we could ascertain no confirmation of the rumour has been received in town. Where it originated is a mystery at present. The American Vice-Consul had heard the rumour, but could not verify it. The same can be said with the Harbour Office and the shipping offices.

The *Zafiro* was sold to the United States in 1868, by Messrs Shewan Toms and Company and has been used as a transport and despatch boat during the Spanish-American war. The *Zafiro* was extensively employed as a despatch boat. She had recently taken American marines to Corea, and was on her way back when the collision is alleged to have occurred. She is under the command of Capt. Whitton.

Capt. Whitton is an Australian and was exceedingly popular with Admiral Dewey, as well as with all the American Naval officers. He was a very skilful and careful navigator and was highly thought of for his pains-taking methods.

He was in Hongkong a few weeks ago. As no confirmation of the rumour had been received the probability is that it is incorrect.

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before His Honour Mr. A. G. White,
Puisne Judge.)

Wednesday, January 27.

A QUESTION OF WHITE RIDDING.
Messrs A. Ross and Company sued the Ching Hop firm, Wing Lok Street, for £100,11, being loss sustained by the plaintiffs by the removal of wire rigging of which defendants had refused to take delivery.

Mr. A. Bonner (of Messrs Denys and Bowley) appeared for the plaintiffs, while defendants were represented by Mr. J. Hastings.

Mr. Bonner said that he had received a letter from Mr. Thomson (who was to give evidence) to the effect that he was unable to attend.

Mr. Hastings said he did not see what good it would do to adjourn the case further. His client would be leaving for China shortly for a fortnight.

The Puisne Judge—He will not be back in a fortnight, the Chinese New Year will almost be here then. He will be racing home on nexts, and I will be leaving in March. I will deliver judgment for defendant with costs, because I am of opinion that the plaintiffs did not carry out their contract. They contracted to deliver forty tons within a certain time, but only offered 20 tons at that time. Even supposing that defendants had taken the twenty tons, they would still have been able to refute the contract as the vendor did not arrive in time.

Judgment was delivered, with leave for plaintiff to ask for a review within a month.

NEW CHURCH FOR KOWLOON.

Donation by Sir Paul Chater.

At St. Paul's College last night the annual meeting of the subscribers of St. John's Cathedral was held, under the presidency of Bishop Boare.

After the minutes had been read Mr. R. T. Wright, M. A., Treasurer, read the report, which showed that there was a bank balance of £3,255 on fixed deposit, and a credit balance of £2,316, so that their financial position was good.

His Lordship, Bishop Boare, in the course of a speech, said that although the per-rents had been raised, additional sittings had been taken out, and the collections had increased by £1,300. The Church had decided to fix the rates for the Chaplain's services at funerals as follows:

—First class £10, second-class £5, third-class free. As they were to have another Church for Kowloon he thought the advisability of considering the appointment of an assistant chaplain should receive attention.

Sir Paul Chater had generously donated the sum of £35,000 to build a church in Kowloon, and the Government had made a grant of a piece of land adjoining the English School and the Observatory. (Applause).

On the proposal of Dr. J. M. Atkinson the report was agreed to, and Sir Wm. Goodman proposed the approval of the fees relating to funeral services, which, on being seconded by Mr. H. B. Gomperz, was agreed to.

The following lay-members of the Church Body were elected by ballot:—Sir William Goodman, Mr. R. T. Wright, Hon. Dr. Atkinson, Mr. Armstrong, Mr. Bryer and Mr. H. W. Wade.

Rev. F. T. Johnson proposed the vote of thanks to the lay members of the Church Body, making special mention of the services of the Hon. Treasurer, and the Hon. Secretary; to the late auditor, Mr. R. C. Edwards, who had gone away, and whose place had been taken by Mr. W. C. D. Turner, to the clergy who had voluntarily lent their assistance during the year, especially Rev. Messrs. Bursley, France, Wright, Anstey, and Jenkins, and to the choir who under the able leadership of Mr. A. G. Ward, had done a great deal to make the Cathedral bright and attractive.

Sir William Goodman seconded, and the motion was agreed to.

On the motion of Hon. Dr. Atkinson, seconded by Mr. Armstrong, Mr. J. C. Peter, was appointed auditor.

The meeting then concluded.

Mr. F. C. Barlow.

Many will regret to learn that Mr. F. C. Barlow, solicitor, left the Colony to-day for Penang, where, we understand, he joins Mr. Ferrers, barrister-at-law. Mr. Barlow was one of the finest Litigator violinists the Colony ever had; he was Hon. Secretary of the Hongkong Philharmonic Society and took a great interest in all musical affairs, and as a member of the Hongkong Boat Club took a prominent and successful part in the Victoria Regatta.

COMPANY MEETINGS.

The Hongkong Land Investment and Agency Company, Limited.

The ordinary meeting of the shareholders of the Hongkong Land Investment and Agency Company, Limited, was held to-day in the Company's offices, Victoria Buildings. The Hon. C. W. Dickson filled the chair, and there were present:—Sir Paul Chater, Messrs N. A. Siehs, A. J. Raymond, E. Shellin, and J. H. Lewis, Directors, and Messrs T. Arnold, G. Murray Bain, W. H. Gaskell, R. K. Leigh, J. R. Michael, S. J. Michael, M. S. Northcote, W. Parlane, H. W. Sude, F. R. Smith, Ho Tung, Ho Fook, Ho Kom Tong, Ho Cheung Shiu, and A. Shelton Hooper, secretary.

The notice convening the meeting having been read:

Mr. E. Shellin, having been appointed to the Board, vice Mr. D. M. Moses, resigned. Mr. G. Murray Bain proposed the confirmation of his appointment. Mr. Wilcox seconded, and the motion was agreed to.

The re-election of Messrs A. J. Raymond and J. H. Lewis to the Board was proposed by Mr. Oakwell and seconded by Mr. Ho Fook, and was carried.

Messrs C. W. May and T. Arnold were re-elected auditors, on the motion of Mr. Shad, seconded by Mr. Michael.

The Chairman—That concludes the business, gentlemen. I am obliged to you for your attendance. Dividend warrants will be issued to-morrow.

Yours faithfully,

CANTON LEOPERS' FUND.

TRADE STATISTICS.

To the Editor of the 'CHINA MAIL.'

HONGKONG, January 21, 1904.

SIR,—I am very sorry that you think me not yet contributed, will send, along a donation. Whilst they are living in comparative luxury there are poor human creatures at Canton perishing for want of assistance. Even a 10-cent piece will purchase some comfort!

Amount already acknowledged \$319.10.

A Friend 5.00

Total \$324.10

To-day's Advertisements

EOTHEN MARK LODGE—No. 284.

A REGULAR MEETING of the EOTHEN MARK LODGE will be held at the FREEMASONS' HALL,

THIS EVENING, the 27th Instant, at 8.30, for 9 p.m. precisely. VISITING BRETHREN are cordially invited to attend.

Hongkong, January 27, 1904. 137

HONGKONG JOCKEY CLUB.

NOTICE.

To the Editor of the 'CHINA MAIL.'

HONGKONG, January 20.

SIR,—As an old resident, I should have liked to read a full report of Mr. R. H. Leigh's reminiscences at Saturday's dinner of the Civil Engineers. It seems to me that he must have been misreported when he said that 'in the early eighties Queen's Road ran along the shores of the Harbour and was washed by the waves thereof on the one hand and bordered on the other by paddy fields and gardens.'

My recollection, which goes back further than the early eighties, is not quite the same as Mr. Leigh's. Originally, Queen's Road did run parallel with and above the high water line of the Harbour, but I do not think Mr. Leigh could have seen it so in the eighties. The original sea-wall or old Praya from East to West Point was constructed between the year 1865 and 1862. That portion from the R. N. Yard to West Point, and known as Praya Central and Praya West (now known as Das Vouk Road) was destroyed by a typhoon on 8th August, 1867. Sir Richard Macdonald, who was Governor at the time, determined to have it rebuilt in a more substantial manner, which was done. The Praya wall was also destroyed by the great typhoon of the 23rd September, 1874. It was afterwards rebuilt in a most substantial manner by that clever engineer, Mr. J. M. Price, Surveyor-General at the time. It was constructed on practically the same lines as the previous one, i.e., on what is now Das Vouk Road. I don't know what engineers thought of it, but it appeared to me to be an exceedingly good wall and was removed only lately, when the new Praya Reclamation in front of it was completed. Perhaps some other old resident could supplement the above facts. Yours,

By Order, T. F. HOUGH,
Clerk of the Council.

Hongkong, January 27, 1904. 181

PUBLIC AUCTION.

TIME Underwritten has received instructions to Sell, by Public Auction, on

SATURDAY,

the 30th January, 1904, at 2.30 p.m., at his Sales Rooms, QUEEN'S ROAD.

AN ASSORTMENT OF JAPANESE CURIOS,

SATSUMA, SILVER, CLOISONNE, BRONZE,

IVORY CARVINGS, TEA AND COFFEE SETS,

PANES AND LACQUERED WARE;

FOLDING SCREENS AND FIRE SCREENS,

&c., &c., &c.

TERMS OF SALE—As Customary.

V. I. REMEDIOS,
Auctioneer.

Hongkong, January 27, 1904. 180

OLD RESIDENT.

INTERNATIONAL FOOTBALL.

English and Wales' Rugby Teams Draw.

LONDON, January 10.

Yesterday, at Leicester, the first international Rugby match of the season was played, Wales meeting England.

At the interval score was:—

ENGLAND 2 tries—6 points.

WALES nil.

In the second half England added two goals, whilst Wales scored three goals, the result being a draw.

We published the names of the English players on Monday. Commenting on the match, the *Times of Ceylon* says:—England has been markedly unsuccessful in the Rugby struggle for some years past—if we except 1902 when she made a remarkable recovery—and it is curious to note how many people there are who blame the selection committee of the Rugby Union for this.

Play men from the West of England against Wales' has been the argument of the English, with the result that the Welsh team has not been the best of the year.

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Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named—	STEAMERS	TO SAIL ON	NOTES.
YAMA, Via SHAI MOJI & INLAND SEA.	Seadra, O. J. BENTON, R.N.E.	About 28th January.	Freight only.
SHANGHAI.	Chusan, W. B. PALMER, R.N.R.	About 31st January.	Freight and Passage.
LONDON, &c.	Bengal, G. PHILIPS	Noon, 30th January.	See Special Advertisement.
LONDON, AMSTERDAM & ANTWERP, VIA SINGAPORE.	Palermo, E. G. ANDREWS	About 14th February.	Freight only.
MANCHESTER.			

For further Particulars, apply to

E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, January 27, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO	DUE.
GLASGOW AND LIVERPOOL	MOYUNE		28th January.
GLASGOW AND LIVERPOOL	GLAUCOUS		5th February.
GLASGOW AND LIVERPOOL	PARKING		12th February.
GLASGOW AND LIVERPOOL	LOMENNES		20th February.
GLASGOW AND LIVERPOOL	AGAMENNON		27th February.
GLASGOW AND LIVERPOOL	MINELAUS		27th February.
GLASGOW AND LIVERPOOL	THIPIES		4th March.
GLASGOW AND LIVERPOOL	MACHAO		5th March.
GLASGOW AND LIVERPOOL	TELEMACHUS		12th March.

The S.S. MOYUNE left Singapore on 22nd inst., a.m., and is due here on 28th inst.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL.
AMSTERDAM AND LONDON	DROMED	2nd February.
LONDON & ANTWERP	NEPTUNE	5th February.
LONDON & ANTWERP	KINETIC	16th February.
*GENOA, MARSEILLES & LIVERPOOL	KRISHNA	22nd February.
LONDON AND ANTWERP	MOYUNE	1st March.
LONDON & ANTWERP	GAUCUS	11th March.
*GENOA, MARSEILLES & LIVERPOOL	ALAY	20th March.
LONDON & ANTWERP	PAK LING	29th March.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL.
VICTORIA, SEATTLE, TACOMA, & ALL PACIFIC COAST PORTS, VIA N.H.I., KOBE, & YOKOHAMA	PIN-SUEY	28th January.
	AGAMENNON	24th February.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, January 27, 1904.

CHINA NAVIGATION CO., LTD.

FOR	STEAMER	TO SAIL.
SHANGHAI	SECHUEN	25th Jan., Daylight.
MANILA	KANEE	28th January.
SHANGHAI	WOONG	29th January.
CEBU	HUNAN	29th January.

PT. DE WIN THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

ILOCO, YOKOHAMA AND KOBE. CHANGSHA. CHANGHAI. The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table, A duly qualified Surgeon is carried.

Taking cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, January 27, 1904.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHE LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PIXANG, COLOMBO, ADEN, SUZU, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/BAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
SACHSEN	WEDNESDAY, 3rd Feb.
GERA	WEDNESDAY, 17th Feb.
SEYDLITZ	WEDNESDAY, 2nd Mar.
ROON	WEDNESDAY, 18th Mar.
PREUSSEN	WEDNESDAY, 30th Mar.
HAMBURG *	WEDNESDAY, 13th April.
PRINZ HEINRICH	WEDNESDAY, 27th April.

* Steamers of the Hamburg-American Line.

SAILINGS ON WEDNESDAY, the 3rd day of February, 1904, at NOON, the Steamship SACHSEN, of the NORDDEUTSCHE LLOYD, Captain W. FRANKE, with

MAILS, PASSENGERS, SPECIES and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 1st February. Cargo and Specie will be received on Board until 5 p.m., or TUESDAY, the 2nd February, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 2nd February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, January 27, 1904.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.

BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	To Sail.
OLYMPIA *	2837	A. Dixon	February 11.
SHAWMUT	9608	W. M. Smith	February 19.
TAOMA *	2312	M. Ridley	February 26.
VICTORIA *	3502	J. Truebridge	March 10.
TRIMONT	9268	T. W. Garlick	March 20.
OLYMPIA	2837	A. Dixon	April 27.

* Havasu second class accommodation. * Cargo only.

The largest, steadiest and most comfortable steamers for Manila.

S.S. SHAWMUT, 9608 tons, Capt. W. M. Smith, about 30th January.

S.S. TRIMONT, 9268 tons, Capt. T. W. Garlick, about 1st March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Trimont have just been fitted with superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures strength in sea. Electric light in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, January 27, 1904.

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FOR MANILA.

The steamer runs an excursion trip every Sunday. It takes only 24 hours to reach Manila.

TRIMONT, 9268 tons, Capt. T. W. Garlick, about 1st March.

SAILING ON 1st COULD.

GENERAL AGENTS.

Hongkong, January 27, 1904.

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CHINA MAIL.

Hongkong, January 27, 1904.

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CHINA MAIL.

Hongkong, January 27, 1904.

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CHINA MAIL.

Hongkong, January 27, 1904.

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CHINA MAIL.

Hongkong, January 27, 1904.

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CHINA MAIL

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALEXA, 11 & 12, *Greville's Lane, Lombard Street, E.C.* *Strutt & Co.*, 30, *Cornhill*; *Gordon & Gough, Ludgate Circus, E.C.* *Bates, Hey & Co.*, 81, *Cannon Street, E.C.* *Samuel Deacon & Co.*, 160 & 164, *Leadenhall Street*; *W. M. Willis*, 161, *Cannon Street, E.C.*; *Robert Watson*, 160, *Fleet Street*; *G. MITCHELL & Co.*, *Show Hill, Holloway*; *Vivadit, E.C.* *Self's ADVERTISING AGENCY LTD.*, 167, *Fleet Street, E.C.*

PARIS AND EUROPE.—*MAURICE FAURE & Co.*, 18 Rue de la Grande Bâtie.

NEW YORK.—*THE CHINESE EVANGELIST*, *Offices, 52, West 22nd Street*.

SAN FRANCISCO and American Ports generally: *DEAN & BLACK, San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND: *Gordon & Gourin, Melbourne and Sydney*.

DEVON.—*W. M. SMITH & Co.*, *The Advertising Co., Exmouth*.

BAVARIA.—*H. M. CAR DORE & Co.*

SINGAPORE, STRAITS, &c.—*KELLY & WALTER LTD., Singapore*.

PHILIPPINE ISLANDS.—*A. S. WATSON & Co., Manila*.

CHINA: *Amoy, N. Moale & Co.*, *Lithographers, Booksellers, and TELSCOPES*; *REITCH'S LIGHTS and OTHER COMPAGNE, ADMIRALTY & LIMRAY CHARTS*; *NAUTICAL BOOKS*; *English SILVER & ELECTRO-PLATEDWARE*; *Christofle & Co., ELECTRO-PLATED GOLD & SILVER JEWELLERY*.

D I A M O N D S &
DIAMOND JEWELLERY,
Splendid Collection of the Latest LONDON PATTERNS, very moderate prices. 473

Notices to Consignees.

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship *Sithonia*, Capt. HILDEBRANDT, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the GODOWNS of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns where they will be examined on the 28th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office. 148

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD,
HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNNEES.

THE Steamship *GERA*, of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 11 a.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 1st February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 1st February, the 1st February, at 9.30 a.m.

All Claims must reach us before the 6th February, 1904, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO., Agents.

Hongkong, January 23, 1904. 158

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship *O. Ferd. Laiet*, Capt. SACHS, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., 1904, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns where they will be examined on the 30th January, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office. 160

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and Additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent on before 3 p.m.

BAIN & REID,
CHINA MAIL Office, Dec. 1900.

A RAMBLE THROUGH SOUTHERN FORMOSA:
By G. TAYLOR, L. M. Customs.
With Woodcuts.

(Reprinted from the *China Review*.)

One of the Best Sketches of Formosa life yet written.

Price 100.

CHINA MAIL Office, 4, Wyndham Street, Hongkong.

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1902, £16,378,771.

Authorised Capital £20,000,000

Subscribed Capital £22,760,000

Paid-up Capital £20,671,590 0 0

Fire Funds £3,867,215 14 10

HAVING been appointed Agents of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, June 20, 1903. 1537

Intimations.

CHAS. J. GAUPP & CO., Chronometer, Watch & Clock Makers, Jewelers & Silversmiths.

NAUTICAL SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLÄNDER'S OBSERVATED BINOCULARS AND TELESCOPES.

REITCH'S LIGHTS and OTHER COMPAGNE, ADMIRALTY & LIMRAY CHARTS.

NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATEDWARE.

CHRISTOFLE & CO. ELECTRO-PLATED GOLD & SILVER JEWELLERY.

D I A M O N D S &

DIAMOND JEWELLERY.

Splendid Collection of the Latest LONDON PATTERNS, very moderate prices. 473

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000

SUBSCRIBED £21,123,000

PAID UP £62,500

RESERVE FUND £60,000

BRANCHES:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

On FIXED DEPOSITS:

For 12 Months 4%

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